

The Daily Intelligencer.

LANCASTER, OCTOBER 12, 1888.

The Gully Should Be Filled. The Lehigh Valley railway slaughter seems to differ from the usual run of railroad accidents, not only in the number of the killed and injured but in the fact that it was due, not to misconception of orders or failure of machinery or lack of signaling, but simply to the drunkenness of the engine driver of the rear train. There were two engines to this train, which was on an upgrade at the time; one or both of these engine drivers seems to be clearly responsible for the disaster; evidently there was not an intelligent and careful outlook kept for the danger signals, and a safe conclusion is that the engine crew or crews were drunk. The responsibility for the accident however does not fall wholly upon them, but must be shared by the railroad authorities that permitted men in such a condition to man the trains. Doubtless they were emergency crews. The large demand for transportation facilities we suppose exhausted the company's supply of reliable men, and drunken engineers were put into service at just the time that none but the most trustworthy men should have been on duty; for it is just when a railroad track is crowded that the greatest care is called for in running trains.

If there ever was a disaster that called for the exemplary punishment by the criminal law of those causing it, this is the one. The man or men whose drunkenness is responsible for it are guilty of murder, and should suffer the penalty. Our judges are fond of declaring that drunkenness is no excuse for crime; and now they have as good an opportunity as ever can be offered them to defend their doctrine. We do not think that it is sound law to declare that a drunken man is deliberately guilty of crime, and that therefore he can be guilty of murder in the first degree, the essence of which is deliberation; but if any drunken man can be guilty of such a crime it is the drunken engine driver; and not less guilty is the railroad superintendent who permits the drunkard to mount the engine.

It is possible that no one will suffer for this last horrible crime. The railroad officials, as usual, will have too much of the guilt upon their shoulders to be willing that there should be any exposure. They will be eager to settle their damages privately and thrust the matter into obscurity as speedily as possible. They control the officers of justice and paralyze its power. With all the railroad disasters that happen daily in this country, where are the criminal trials that they have produced? Not a day or an hour passes without disaster on the rail; the newspapers do not record one in a thousand; mention is never made of them unless a coroner needs to be called in. Railroad employees who tell of accidents lose their places at once; no more heinous offense is known to the railroad superintendent.

The time has come when the state should take cognizance of the way that railroads are managed. There should be a state department of inspection and control, to see that life is properly protected. The sharp application of the penalties of the criminal law are needed to secure due protection. That offered by damages in civil suits is wholly inadequate. The damages are charged to the expense account, and the stockholders and the customers of the road between them pay them. What is needed is a penalty taken out of the hide of the railroad officials; and only when we can get this will we be reasonably protected.

Dr. Mackenzie's Defense. The British Medical Journal has published extracts from Dr. Mackenzie's long expected book in defense of his treatment of the late Emperor Frederick. As was expected, he is very severe in his comments upon the German doctor, and he accuses Dr. Bergmann of causing the life of his royal patient at least ten months by making a false passage in inserting a tube in the throat. This he says, caused extensive suppuration, which gradually drained away the emperor's remaining strength. "Except when the false passage was made and Dr. Bergmann thrust his finger into the wound the emperor never suffered actual pain."

The reputation of Mackenzie and his enemies will form the chief consideration in deciding public opinion in this matter, and the Germans will probably believe their doctors right in spite of Mackenzie, while the English will stand by the latter. As the party chiefly interested is dead, the matter does not at present appear to have any very great importance, for no one doubts that every one concerned tried to save the emperor, no matter how badly they may have blundered. The doctors must fight it out between them and leave the verdict to the tender mercies of the future historian. As that broad shouldered worthy usually writes with a more keen eye to entertaining the public than to reaching the truth, he will hardly be likely to waste time in the study of medicine in order that he may learn who is to blame, and will fix the responsibility so as to make his narrative as picturesque as possible. Future generations may read that Frederick the Noble, as they already call him, lost his life through a mysterious plot in which Sir Morell Mackenzie figured as an arch conspirator; or they may be entertained with an account of dark intrigues directed by the present picturesque young emperor and resulting in a mysterious stab in the neck of the patient inflicted by an over zealous doctor. The doctors might as well stop fighting, for the future historian will probably fix the matter up in entertaining shape, regardless of anything that they may say.

Nominated To Be Traded. The Republicans of New York city have been persuaded by Quay to nominate a party hack for mayor of New York, that he may be used to trade votes for Harrison, the idea being that the contest between the Democratic candidates for mayor will be so sharp that some of their adherents may be willing to give votes for Cleveland for votes for the mayor. The contest between the Democratic candidates will need to get petty but to warrant such a price being paid for mayoralty votes. Possibly there may be some loss to the Democratic national and state ticket from this cause, but it certainly will not amount to a great deal, and New York will have to

be much closer than it is expected to be for such trades to change the result. The president, who has been asked to interfere in the mayoralty contest, very properly declines. Candidates who are not controlled by the consideration of the harm that may be done to the national ticket would not be influenced by the president's desire. He could control votes for one candidate or the other, doubtless, but when one is about as good as the other there is no inducement to interfere. The contest is wholly between men for position and control.

He Wants An Answer. It is very refreshing to the average man, who is always subject to be called into the witness box to be brow-beaten by the lawyer and bullied by the judge, to read how in a New York court a witness safely bid defiance to both court and lawyer, and refused to testify at all. It was by a New York court, some time ago, that a poor colored woman, who had been a lifetime servant in a family and who refused to help expose the family skeleton, was sent to jail indefinitely for declining to answer.

But she was an honest woman, and so was punished. The witness who has just safely defied the court is a thief, who is already in custody, and therefore cannot be further punished by imprisonment for contempt of court. Bedell, the man who forged the mortgages for the supply of the eminent New York firm's clients, is the individual who respectfully declined to tell the quizzing court and lawyer a single thing; and we say that it must be perfectly delightful to everybody to read how firmly and securely he refused to open his mouth even to tell his name or his age. The court thought its dignity was dreadfully insulted; but if the judge had reflected a moment he would have seen that it was his good sense that was impugned in asking a prisoner to testify when he did not want to. The judge needed to subside gracefully and treat the witness with the distinguished consideration due to his fetters.

A DISPATCH from Montreal says that Minister of State Chaplain made a wild speech at a banquet on Thursday night. He eulogized Blaine and talked war, surprising everybody. He spoke of Canada's goodness under existing circumstances, but most pleased the representative audience by referring to Canadian defenses. "Evidently Mr. Blaine's foreign policy is quite satisfactory to the foreigners in the opinion of his minister about defense of American interests."

The Philadelphia Record publishes a list of 19 notable railroad accidents which have occurred in the last thirty-five years, not including the disaster of Wednesday. As two of them record, respectively, only four and five killed, the brevity of the list is certainly quite surprising. Searching it for accidents that were marked by as great or greater fatality than the Mud Run horror, we find only three. In 1856, the collision at Campbell, on the North Penn road, 100 killed. Twenty years after, December 29, 1876, the Pacific Express went through the bridge at Astoria, in a blinding snow storm, and 100 people were killed by drowning and burning. Eleven years after this, in August of 1887, an excursion train on the Peoria & Western railroad was wrecked and 70 were killed and 300 injured. The other disasters were terrible enough to be ranked with these three, though the list of killed was not so large. Perhaps the accident at the Bussey Park bridge of Boston, with its 114 injured and 20 killed, is quite as horrible to think of as though the figures were reversed, for in many cases the injuries were so severe that death would almost have been preferable. At Hartford, Vt., last year, 40 were killed and 40 wounded, and at St. Thomas, Ontario, 12 killed and 100 injured.

Bismarck is going to ask for money for an energetic military operation in Zanzibar to be commanded by Prince Henry. He usually asks for money for something military at about this time of year. The Sultan of Turkey has presumed upon his nominal powers as commander of the faithful to issue a grant of authority over a large territory in the German East African company. As a result of the authority of the sultan and the company are both defied by the turbulent natives.

The natives are half-breed Arabs of the most fanatical Mohammedan type, but they have but little respect for the far away earthy representative of the prophet, and will probably make a very fierce resistance to an invasion of Christians. One difficulty in the way of the German operations is the short service system prevailing in their army. For the management of those distant wars it is necessary and, above all, troops well seasoned and trained in a peculiar kind of warfare. The English have proved this in many campaigns of the kind, while the French, with their short service system, had a dismal time in Tonquin and Madagascar. In Germany and France the aim is to educate the whole nation in arms at as small expense as possible, so when a man is thoroughly trained he is passed into the reserves. If their military operations in uncivilized lands are to be successful some special provision must be made for long service.

FOOD CHEE TONG, a Chinaman doing business in Canada, has asked permission to go to New York for a few days on pressing business. It is thought that he may be admitted in bond, in which case it would be well to search his teeth for smuggled cotton and his pigtail for opium.

A NEPHEW of James G. Blaine has won undying glory by pouring water on the burning roof of his paternal mansion. His name is Eben Blaine Stanwood and his age is eleven. We are told that Master Stanwood immediately climbed to the ridgepole above the fire, braced himself against the chimney, and called to those below to pass water to him in small pails. This done and the fire was subdued. The Doubtless there are numerous instances on record of similar heroism on the part of nephews; for this variety of human race is quite numerous and has often been known to break itself with chimneys and other things in which a nephew was particularly set off in small pails; and this name be considered the peculiar distinction of Master Eben Blaine Stanwood.

PERSONAL. JAMES C. FLEGG, the California millionaire, is dying at Carlsbad, Germany, of Bright's disease. He had not been in active business for more than a year. GOVERNOR HILL, interviewed at Cleveland, on June 10, says that he thinks the double Democratic candidate for municipal offices in New York city will keep the national Democratic ticket. Miss V. V. SCRELY, daughter of Captain W. S. Scribner, chief of the bureau of equipment and recruiting, has been selected to christen the gunboat Petrel, which is to be launched at Baltimore Saturday afternoon. JACOB BUDD, a well known variety actor of the old time, died in Washington last week. He was on the stage in 1855 with Buckley's Serenaders, and afterwards joined Haverly's minstrels. He was seen last in Lancaster about 1875. For several years he managed the Casino in Washington. At one time he was in show business in Harrisburg. Since his retirement from the management of theaters he has been conducting a restaurant

in Washington, where variety people of high and low degree could always be found.

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HOOD'S SARSAPARILLA. OUT OF SORTS. Is a feeling peculiar to persons of dyspeptic tendency, or it may be caused by change of climate season or life. The stomach is out of order, the head aches or does not feel right, appetite is capricious, the nerves seem overworked, the mind is confused and irritable. This condition is remedied by Hood's Sarsaparilla, which, by its regulating and toning powers, sets a restoring harmony to the system, and gives that strength of mind, nerves and body, which makes one feel perfectly well.

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